Section 3
Existing Roadway
Assessment

Existing Roadway Assessment

The Local Road Master Plan evaluated the existing conditions of the Town's roadway system. As part of the assessment, the project first reviewed past studies that have been completed for various areas of Town. Technical Memorandum 1 highlighted the results of the review and outlined the transportation elements and conclusions of the studies. The studies that were reviewed were:

- Neighborhood Traffic Management Study for Oakhill, April 2002
- Nob Hill Area Traffic Study, April 2002
- SR 7/US 441 Master Plan, July 2004
- IKEA South Florida Traffic Study, September 2004
- The Commons DRI, July 2005
- Walmart Supercenter, October 2005
- 2005 Evaluation and Appraisal Report (EAR)
- Regional Activity Center (RAC) Master Plan, March 2007
- 5-Year Capital Improvement Program, 2008-2012
- Downtown Master Plan

The transportation impact and the recommendation of these studies were incorporated in the Local Road Master Plan to the extent feasible.

ROADWAY OWNERSHIP

All the roadways in the Town are owned either by FDOT, Broward County, Town of Davie or private entities. This section provides brief description on the ownership of the roadways by various jurisdictions. Technical Memorandum 2 provides further detail.

FDOT State Roadways

The Florida Department of Transportation (FDOT) owns major roadways in and around the Town. The roadways owned by FDOT are the most heavily traveled in the Town and provide regional mobility that is vital to the economic vitality of the region. The State Highway System (SHS) (Reference 9) represents all roads owned and maintained by the State of Florida, including roads signed as Interstate Highways, U.S. routes, and State Roads. In total, there are 16.5 miles of FDOT highways located at each edge of the Town.

The following roadways are part of the Florida Interstate Highway System (FIHS) and the State Highway System (SHS) maintained by FDOT:

- The Florida Turnpike
- I-75
- I-595 (Port Everglades Expressway)
- SR 7 (US 441)
- Griffin Road (SR 818)
- South University Drive (SR 817)
- South Flamingo Road (SR 823)
- Stirling Road

Broward County Roads

Broward County owns four main roadways in Town of Davie, three of which are north-south roadways. Parts of Griffin Road and Sterling Road are also owned by the county. However, majority of these roadways are owned by the state. The four major county roadways in Town of Davie are:

- **Nob Hill Road**
- **Pine Island Road**
- **Davie Road**
- **Nova Drive**

Local Roadways

The Town of Davie owns and maintains approximately 290 miles of roadway, 110 miles of recreational trail and 52 miles of equestrian trail (Reference 10). The majority of the roadways owned by the Town are local roadways or collectors. In fact, the Town does not own any arterial or higher classification roadways. Nevertheless, some of the major collectors function like arterials, providing regional access, like Hiatus Road. The major roadways owned and maintained by the Town are:

- **SW 14th Street** is a two-lane east-west roadway that provides access to the residential areas in the northwest part of the Town. It is the main east-west roadway in the area and connects SW 130th Avenue, SW 136th Avenue, SW 154th Avenue and to City of Weston. It has potential to provide further access to the east and connect to Flamingo Road, or to connect Flamingo to Hiatus Road.
- **SW 136th Avenue** is a four-lane roadway from SR 84 to SW 6th Street. It provides access to higher density residential development, including the Western High School in the north end. On the south end, it is a two-lane roadway and provides access to low density residential developments. It should be noted that the intersection of SW 14th Street/SW 136th Avenue is a single-lane roundabout with southbound right-turn by-pass lane.
- **SW 154th Avenue (Shotgun Road)** is a two-lane roadway that runs parallel to I-75. It provides access to residential developments to the east and also to the City of Weston. In the 2002 Oakhill Neighborhood Traffic Management Study, the roadway was identified as the roadway with highest average recorded 85th-precentile speed at 54.9 mph. It should also be noted that some residential developments have only one access point to the roadway, which is a potential fire access issue.
- **SW 148th Avenue** is a three-lane roadway that connects SR 84, south of I-595, to SW 14th Street. It provides access to residential developments along the roadway. In the 2002 Oakhill Neighborhood Traffic Management Study, this roadway was identified as the roadway with the highest speed differential between posted speed and 85th-percentile speed measured. SW 148th Avenue does not connect to Orange Drive.

- **Shenandoah Parkway** is a two-lane roadway that provides access to several residential developments between SW 148th Avenue and SW 136th Avenue. I-595 access is off SW 136th Avenue.
- **SW 130th Avenue** is a two-lane north-south roadway that connects SR 84 to SW 36th Court. It provide access to single family residential developments along the roadway.
- **SW 26th Street** is a two-lane east-west roadway that connects SW 148th Avenue to SW 136th Avenue, and from Flamingo Road to Hiatus Road. It provides access to low density residential developments. The roadway has the potential to be extended (maybe to Shotgun Road or to Flamingo Road) and improve the east-west connectivity in the area.
- **SW 142nd Avenue** is a two-lane north-south roadway that connects SW 26th Street to Orange Drive. It provides access to the Davie landfill and some low density residential developments.
- **Hiatus Road** is one of the main north-south roadways owned by Town of Davie. It provides access from I-595 to the north to Orange Drive to the south. It primarily serves residential developments along the roadway. A new roundabout will be installed at SW 26th Street.
- **Orange Drive** is a two/three-lane east-west roadway that functions as access roadway to the residential developments located north of Griffin Road and the canal. It helps to reduce local traffic on Griffin Road. Improvements at Orange Drive and Hiatus Road were recently completed. A few areas are not continuous: University Drive, Pine Island, Flamingo Road. A new bridge is being built east of SW 148th Avenue.
- **SW 30th Street** is one of the main accesses to Nova University and the SFEC. It connects South Pine Island Road, University Drive and College Avenue.
- **SW 39th Street** also provides access to Nova University and the SFEC. It connects University Drive to Davie Road and also serves as the southern boundary of the SFEC.
- **College Avenue** is the main north-south roadway in the SFEC campus. It is a three-lane roadway that provides access to major buildings and sport facilities. College Avenue is located within the RAC study area and some improvements are expected to be recommended in this study.
- Other major roads owned by the Town of Davie are: **SW 76th Ave, SW 70th Ave, SW 58th Ave, SW 36th Ave, SW 20th Ave.**

Figure 8 shows the jurisdictional responsibility of the major roadways in the Town.

Figure 8 Jurisdictional Responsibility

OPERATIONAL ANALYSIS

The Local Road Master Plan focuses on the operation, safety and connectivity of the local roadway system in Davie. It does not focus on the County and State facilities. However, a majority of the transportation issues in the Town are on County and State facilities since they carry a majority of the traffic volume. In addition, any changes to the local road network would impact the operation and safety of the County and State facilities. Hence, to the extent that the County and State facilities are impacted, the Local Road Master Plan evaluates the impact on those facilities.

Proposed Study Intersections and Roadways

This section provides the results of the operational analysis conducted on the study roadways and intersections. The operation analysis is based on the Annual Average Daily Traffic (AADT) analysis and the peak hour turning movement analysis. It is focused on the local roadways owned by the Town as much as possible. However, since the majority of traffic volumes are carried by the collectors and arterials which are owned by the county and state, to the extent that data are available, analysis results on the county and state facilities are also reported.

The study roadways and intersections were identified based on extensive review of past studies and discussion with Town staff. Technical Memorandum 1 provided the detail reviews and documented the procedure used to determine the initial list of study roadways and intersections. The list was discussed with Town staff and updated based on the comments received. The study roadways and intersections are focused on the facilities owned by Town of Davie. This primarily includes collector and local roadways. The traffic congestion concerns on the major arterials owned by the county and state are anticipated to be addressed by these respective jurisdictions. The analysis takes into consideration county and state facilities to the extent that the data are readily available. Table 7 shows the list of study roadways and their characteristics, including some county and state roadways.

The study intersections are also listed below. These are major intersections that are anticipated to experience traffic operational concerns.

Study Roadways

1. SW 154th Avenue from SW 14th St to SW 148th Ave
2. SW 148th Avenue from SR 84 to SW 14th St
3. SW 136th Avenue from SR 84 to SW 14th St
4. SW 130th Avenue from SR 84 to SW 36th Court
5. Hiatus Road from SR 84 to Orange Dr
6. Nob Hill Road from Griffin Rd to SW 36th St
7. S Pine Island Rd from SR 84 to Nova Drive
8. University Drive from SR 84 to Griffin Rd
9. SW 76th Avenue from Griffin Rd to Stirling Rd
10. College Avenue from SR 84 to SW 39th St

11. Davie Road from SR 84 to University Drive
12. SW 58th Avenue from Griffin Road to Stirling Road
13. SW 14th Street from I-75 to SW 130th Avenue
14. Nova Drive from S Pine Island Rd to Davie Road
15. SW 26th Street from SW 148th Avenue to SW 130th Avenue
16. SW 30th Street from S Pine Island Rd to College Avenue
17. SW 39th Street from University Drive to Davie Road
18. SW 36th Court from SW 130th Avenue to Flamingo Road
19. Orange Drive from SW 142nd Avenue to S Flamingo Road
20. Orange Drive from Davie Road to SR 7

Study Intersections

1. SW 154th Avenue/ SW 14th Street
2. SW 148th Avenue/ SW 154th Avenue
3. SW 148th Street/ SW 14th Street
4. SW 136th Street/ SW 14th Street
5. SW 136th Avenue/ SW 26th Street
6. Flamingo Road/ SW 26th Street
7. Flamingo Road/ SW 36th Street
8. Hiatus Road/ SW 26th Street
9. Nob Hill Road/ SW 13th Street
10. University Drive/ SW 24th St/Nova
11. University Drive/ SW 30th Street
12. University Drive/ SW 39th Street
13. College Avenue & Nova Drive
14. College Avenue/ SW 30th Street
15. College Avenue/ SW 39th Street
16. Davie Road & Nova Drive
17. Davie Road/ Orange Drive
18. Davie Road/ Griffin Road
19. Davie Road/ Stirling Road
20. SR 7/ Oakes Road
21. SR 7/ Orange Drive
22. University Drive/ SW 36th Street

Figure 9 shows the study roadways and intersections.

Annual Average Daily Traffic

The planning level analysis of roadways is usually conducted through the evaluation of the annual average daily traffic (AADT) on the roadway. The AADT represents the average volume of traffic traveling on a roadway on a normal day. Broward County and FDOT collects extensive AADT data on many county, state, and some local roadways. The AADT analysis used the data obtained from Broward County and FDOT. Where data were found to be missing, new 24-hour tube counts were conducted on some local roadways and converted to AADT's using seasonal and axle adjustment factors.

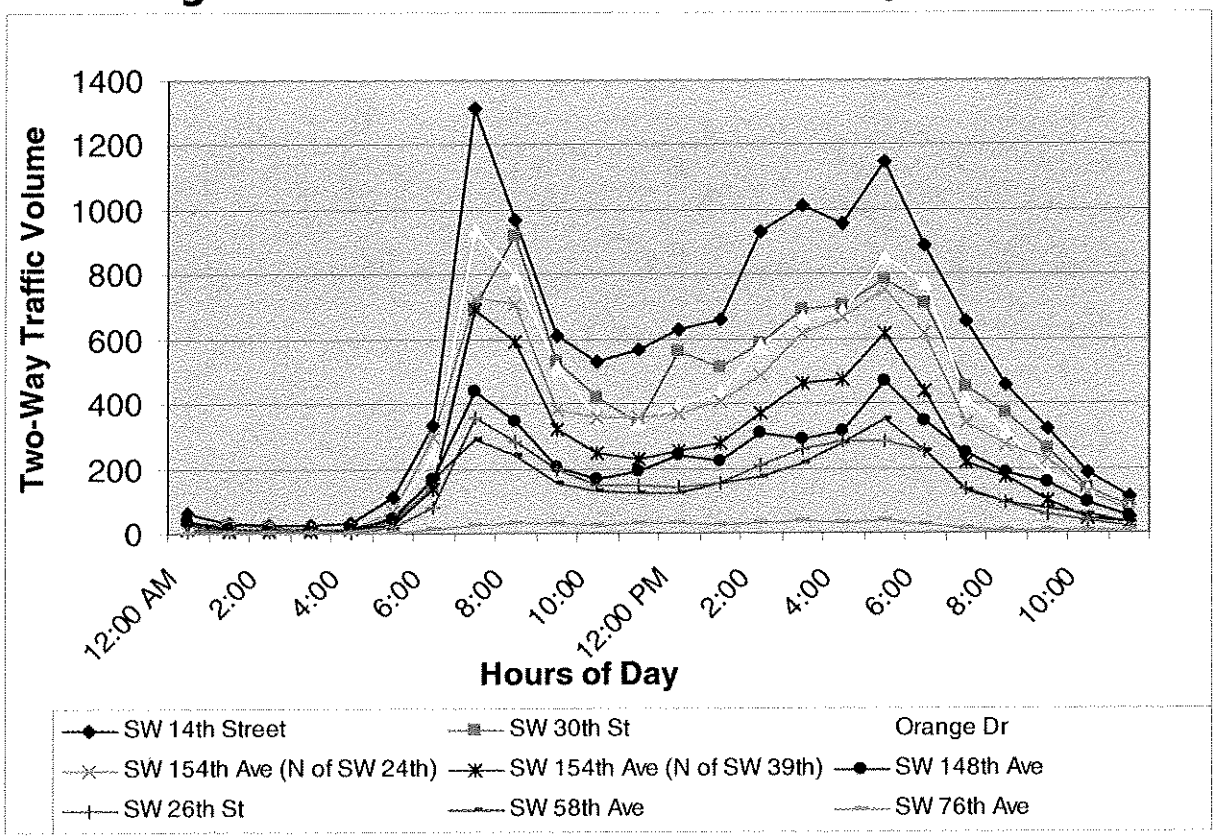
Figure 10 shows the profile to the 24-hour tube counts collected on some of the collector and local roadways. The figure shows the morning and evening peaking characteristics of the traffic volume on the roadways. SW 14th Street has the highest traffic volume and peaking character.

Table 7 Study Roadways for Local Road Master Plan

Roadways	From	To	Cross-Section	Posted Speed	Sidewalk	Shoulder/ Bike Lane
SW 154th Avenue	SW 14th Street	SW 148th Avenue	2LU	45 mph	Yes - East	No
SW 148th Avenue	SR 84	SW 14th Street	3LU	45 mph	Yes – Both	No
SW 136th Avenue	SR 84	SW 6th Street	4LD	40 mph	Yes- West	No
	SW 6th Street	SW 14th Street	2LU	40 mph	Partial -Both	No
SW 130th Avenue	SR 84	SW 36th Court	2LU	40 mph	Yes – East	No
Hiatus Road	SR 84	SW 26th Street	3LU	45 mph	Yes - Both	No
	SW 26th Street	Orange Drive	3LU	35 mph	Partial	No - Curb
Nob Hill Road	Griffin Road	SW 36th Street	4LD	40 mph	Yes	No
S Pine Island Rd	Nova Drive	SR 84	4LD	40 mph	Yes – Partial	No
University Drive	SR 84	Griffin Road	6LD	45 mph	Yes – Partial	No - Curb
College Avenue	SR 84	SW 39th Street	3LU	30 mph	Yes – Both	No
Davie Road	SR 84	Griffin Road	4LU	30 mph	Yes – Both	No - Curb
	Stirling Road	University Drive	2LU	30 mph	Yes – Partial	No
SW 14th Street	I-75	SW 130th Avenue	2LU	40 mph	Yes - Both	No
Nova Drive	S Pine Island Road	Davie Road	2LU	30 mph	Yes – Partial	No
SW 30th Street	S Pine Island Road	College Avenue	3LU	30 mph	Yes – North	No
SW 39th Street	University Drive	Davie Road	2LU	30 mph	Yes – South	No
SW 36th Court	SW 130th Avenue	Flamingo Road	2LU	40 mph	Yes – South	No
SW 26th Street	SW 148th Avenue	SW 130th Avenue	2LU	45 mph	Yes – North	No
Orange Drive	SW 142nd Avenue	S Flamingo Road	2LU	45 mph	Yes – Both	No
Orange Drive	Davie Road	SR 7	3LU	35 mph	Yes – North	No
SW 76th Avenue	Griffin Road	Stirling Road	2LU	30 mph	Partial – East	No
SW 58th Avenue	Griffin Road	Stirling Road	2LU	30/55 mph	Partial – East	No

Figure 9 Local Study Roadways and Intersections

Figure 10 2008 24-Hour Traffic Profile at Major Local Roadways



Local Roadway Operation

The Broward County Roadway Capacity and Level-of-Service study (Reference 11) classifies most of the local roadways as "Other Signalized Roadway", with a service volume of 10,000 AADT for LOS "D" according to the FDOT Quality/Level of Service Handbook (Reference 12). The Input Value Assumption data provided in the FDOT Q/LOS handbook does not provide posted speed or signal per mile information for "Other Signalized Roadway". This category is inadvertently used as catch-all classification for roadways that do not fit other roadway categories.

The roadway characteristics of most of the local roadways in the Town are semi-rural or semi-urban in nature. They generally accommodate free-flow movement with no traffic signal control. Hence, the effective green ratio (g/C) of 0.31 used as input value for "Other Signalized Roadway" is considered low, especially when compared to g/C of 0.41 used as input value for "Major City/County Roadway" classification. Hence, it is comprehensible that the main local roadways in Town should be classified as "Major City/County Roadway" with a service volume of 14,600 AADT for LOS "D" for two-lane undivided roadway. Table 8 lists the roadways, number of lanes, AADT and corresponding LOS when classified as a "Major City/County Roadway". Figure 11 shows the 2008 level-of-service of the study roadways.

Table 8 AADT Data and Analysis Results

Roadway	From	To	2008 AADT	Through Lanes	LOS
SW 154th Avenue	SW 14th Street	SW 26th St	7,690	2	C
	SW 26th St	SW 148th Ave	5,563	2	C
SW 148th Avenue	SR 84	SW 14th Street	4,409	2	C
SW 136th Avenue	SR 84	SW 6th Street	18,415	4	C
	SW 6th Street	SW 14th Street	11,028	2	**D**
SW 130th Avenue	SR 84	SW 14th Street	4,890	2	C
	SW 14th Street	SW 36th Court	5,826	2	C
Hiatus Road	SR 84	SW 14th Street	12,173	2	**D**
	SW 14th Street	Orange Drive	6,034	2	C
Nob Hill Rd	SW 39th Street	Griffin Road	31,112	4	**E**
S Pine Island Rd	SR 84	Nova Drive	34,000	4	**F**
University Drive	SR 84	Nova Drive	67,000	6	**F**
	Nova Drive	Griffin Road	50,000	6	**E**
College Avenue	SR 84	SW 30th Street	14,358	2	**D**
	SW 30th Street	SW 39th Street	14,566	2	**D**
Davie Road	SR 84	Nova Drive	43,500	4	**F**
	Nova Drive	Griffin Road	32,700	4	**E**
	Stirling Road	University Drive	20,900	2	**F**
SW 14th Street	I-75	SW 154th Avenue	18,207	2	**E**
	SW 154th Avenue	SW 148th Avenue	12,160	2	**D**
	SW 148th Avenue	SW 136th Avenue	10,404	2	**D**
	SW 136th Avenue	SW 130th Avenue	4,370	2	C
Nova Drive	S Pine Island Rd	University Drive	10,700	2	**D**
	University Drive	Davie Road	21,700	2	**F**
SW 30th Street	S Pine Island Rd	University Drive	8,741	2	C
	University Drive	College Avenue	11,366	2	**D**
SW 39th Street	University Drive	College Avenue	6,242	2	C
	College Avenue	Davie Road	10,508	2	**D**
SW 36th Court	SW 130th Avenue	Flamingo Road	6,138	2	C
SW 26th Street	SW 142nd Avenue	SW 130th Avenue	3,007	2	C
Orange Drive	SW 142nd Avenue	S Flamingo Road	8,566	2	C
Orange Drive	Davie Road	SR 7	12,954	2	**D**
SW 76th Avenue	Griffin Road	Stirling Road	413	2	C
SW 58th Avenue	Griffin Road	Stirling Road	3,054	2	C

Figure 11 2008 Study Roadway AADT and Traffic Conditions

The section below describes the study roadways with LOS D or worse.

SW 136th Avenue, north of SW 6th Street carries high volume of traffic at 18,415 AADT. However, the section of the roadway is four-lane wide and able to accommodate the traffic. Hence, the roadway operates at LOS C. SW 136th Avenue, south of SW 6th Street, is a two-lane roadway and operates at LOS D even though it carries lower AADT.

The northern part of **Hiatus Road** handles relatively high traffic volume from the residential neighborhood it serves. It carries approximately 12,173 AADT and operates at LOS D.

South Pine Island Road, from Nova Drive to SR 84 operates at LOS F. The roadway is a County facility and is anticipated to be widened in near future to accommodate the traffic demand.

University Drive operates at LOS F from SR 84 to Nova Drive, and LOS E from Nova Drive to Orange Drive. It is a state facility and serves regional traffic, as well as traffic from adjacent developments and the South Florida Education Center (SFEC). It is a six-lane roadway which will likely require major capacity mitigation or concerted transportation demand management program for major institutions in the area to improve the operation of the roadway.

College Avenue is the main north-south roadway serving the educational institutes of SFEC. It is a three-lane roadway and operates at LOS D. However the AADT volumes 14,358 and 14,566 are very close to the LOS E threshold of 14,600.

Davie Road operates at LOS F from SR 84 to Nova Drive and from Stirling Road to University Drive. It operates at LOS E from Nova Drive to Griffin Road. From SR 84 to Nova Drive, the roadway serves high volume of traffic to and from SFEC. The segment from SR 84 to Nova Drive is planned to be widened to six-lane facility in the future. From Nova Drive to Griffin Road, the roadway provides access to commercial developments and downTown Davie. The section from Stirling Road to University Drive the roadway is a two-lane facility which results in poor level-of-service.

SW 14th Street carries a very high volume of traffic directly east of I-75 with an AADT of 18,207 and a LOS E. Between SW 154th Avenue to SW 136th Avenue the AADT is still high (12,160 and then 10,404) with a LOS D. On the eastern segment of the road, the volume drops down to 4,370 vehicles per day corresponding to an acceptable LOS C.

Nova Drive serves as the main east-west roadway providing access to the educational institution that make up the SFEC from I-595. As a result, the roadway operates at LOS F from Davie Road to University Drive and LOS D from University Drive to Pine Island Road. It is a two-lane roadway with turn-lanes. The roadway is not anticipated to be widened due to concerns raised by residents. Furthermore, widening the roadway reduces the feel of an educational campus.

SW 30th Street serves as one of the main entrances to Nova Southeastern University. It operates at LOS D (AADT 11,366) between University Drive and College Avenue.

SW 39th Street serves Nova High and Elementary schools in the area. It operates at LOS D (ADT 10,508) between College Avenue and Davie Road.

Orange Drive carries a relatively high AADT (12,954) between Davie Road and SR 7 and operates at LOS D. At the Florida Turnpike intersection, it serves the southbound off-ramp and northbound

on-ramp traffic signals which is the main reason for the high volume on the roadway. All of the other roadways or segments of roadways show an acceptable Level of Service C.

Intersection Operation

The intersection operational analysis was conducted based on the turning movement counts collected in January 2008 and data obtained from background documents. The data obtained from RAC Master Plan, The Commons DRI and other sources, were increased by two-percent annual growth rate to arrive at 2008 turning movement counts. The analysis was performed in accordance with the procedures stated in the 2000 Highway Capacity Manual (Reference 13). The operation of the SW 136th Avenue/SW 14th Street intersection is analyzed using the methodology described in the FHWA *Roundabouts: An Informational Guide* (Reference 6).

Figures 12 and 13 shows the results of the intersection operational analysis for weekday a.m. and p.m. peak hours, respectively. As shown in the figures, the unsignalized intersection of Flamingo Road/SW 26th Street intersection currently operates at LOS F and has a volume-to-capacity (v/c) ratio of greater than 1.0 during both the weekday a.m. and p.m. peak hour conditions. The intersection has high traffic volume in the north-south direction, as well as relatively high speed at 55 mph. Due to the landscaped median, the intersection also has limited intersection sight distance to the north, making it unsafe for the minor street westbound left-turning movement. The intersection will likely need a traffic signal in the future. A signal warrant analysis will be conducted to determine whether the intersection will meet the warrants.

In addition, the University Drive/SW 30th Street intersection operates at LOS E and has a v/c ratio of greater than 1.0 during the weekday a.m. peak hour. The southbound left-turning traffic volume is high and requires either a capacity improvement at the intersection or implement plans to reduce the demand for the movement.

The University Drive/SW 24th Street/Nova Drive intersection operates at LOS E and has a v/c ratio of greater than 1.0 during the weekday p.m. peak hour. An westbound right-turn overlap phase is needed at the intersection to ensure that the intersection operate acceptably.

The Davie Road/Stirling Road intersection operates at LOS E and has a v/c ratio of greater than 1.0 during the weekday p.m. peak hour. The intersection requires additional turn lanes to accommodate the demand at the intersection. However, there are right-of-way constraints at all four quadrants of the intersection that limit capacity improvements.

Figure 12 2008 Weekday AM Peak Hour Traffic Conditions

Figure 13 2008 Weekday PM Peak Hour Traffic Conditions

Safety Analysis

The safety analysis of the roadway network in Town of Davie was conducted by analyzing the safety data providing by the Davie Police Department. The data included the number of crashes at various locations around the Town from 2002 to 2006. However, the data did not include the characteristics of the crashes (the types of crashes, severity, or specific locations). For this reason, a limited safety analysis could be conducted on the roadways. Table 9 shows the number of crashes for the study roadways where data was available. Crash data are provided in Tech Memo 2.

As shown in Table 9, **College Avenue** experiences very high number of crashes per year (an average of 105.6 crashes per year in the last 5 years) and 70.4 crashes/year/mile. The roadway provides access to several parking lots that serve various educational institutes in the vicinity.

Similarly, **SW 39th Street, SW 30th Street, SW 148th Avenue, Orange Drive and SW 136th Avenue** have greater than 20 crashes/year/mile. Currently, speed tables are being installed on SW 148th Avenue to reduce vehicular speed. A detailed review of the crash type and location is needed to determine potential mitigation measures at all the high crash roadways. However, the data obtained for the study did not provide such detailed information.

Table 9 Roadway Average Number of Crash Per Mile

Study Roadways	Segment	2002	2003	2004	2005	2006	Five-yr Average	Crash/ year/ mile
College Avenue	SR 84 to SW 39th Street	106	121	98	90	113	105.6	70.4
SW 39th Street	University Drive to Davie Rd	34	34	36	44	28	35.2	29.3
SW 30th Street	S Pine Island Road to College Avenue	49	46	47	49	47	47.6	27.2
SW 148th Avenue	SR 84 to SW 14th Street	18	25	22	24	32	24.2	24.2
Orange Drive	Davie Road to SR 7	35	32	28	24	36	31.0	20.7
SW 136th Avenue	SR 84 to SW 14th Street	65	65	64	59	56	61.8	20.6
SW 14th Street	I-75 to SW 136th Avenue	27	28	20	25	28	25.6	17.1
SW 36th Court	SW 130th Avenue to Flamingo Road	7	11	6	3	6	6.6	13.2
Hiatus Road	SR 84 to Orange Drive	20	33	34	19	32	27.6	9.2
SW 26th Street	SW 142nd Avenue to SW 130th Avenue	9	5	8	3	4	5.8	5.8
Orange Drive	SW 142nd Avenue to S Flamingo Road	9	8	11	6	8	8.4	5.6
SW 130th Avenue	SR 84 to SW 36th Court	13	19	15	15	11	14.6	5.3
SW 58th Ave	Griffin Road to Stirling Road	9	8	2	7	6	6.4	4.9
SW 154th Avenue	SW 14th St to SW 148th Ave	15	18	13	6	12	12.8	5.1
SW 76th Ave	Griffin Road to Stirling Road	3	2	3	3	5	3.2	2.5

Study Intersection Crash Review

Historic crash data were examined to determine whether safety deficiencies exist at the study intersections in Town of Davie. Crash data for the study intersections were obtained from the Town of Davie's Police Department for the five-year period from 2002 to 2006. The data included number of crashes at the intersection. The data did not provide detail information on the crash type and crash severity. Hence, a detailed analysis of the crashes was not able to be conducted. Table 10 shows intersection crash rate for the intersection in million-entering-vehicles (MEV) per year.

Table 10 Study Intersection Crash Rate Summary

Study Intersection	2002	2003	2004	2005	2006	Five-yr Average	Peak Hour TEV	Crashes/ MEV
SW 14th Street/SW 154th Avenue (Shotgun Road)	3	6	6	11	5	6.2	2,018	0.84
SW 148th Avenue/Shotgun Road	0	0	0	1	0	0.2	638	0.86
SW 14th Street/SW 148th Avenue	5	4	0	1	3	2.6	1,087	0.65
SW 14th Street/SW 136th Avenue	1	1	3	3	2	2	995	0.55
SW 136th Avenue/SW 26th Street	2	1	0	0	0	0.6	501	0.33
Flamingo Road/26th Street	0	1	0	0	0	0.2	3,101	0.02
Hiatus Road/SW 26th Street	0	3	2	1	1	1.4	789	0.48
Nob Hill Road/SW 13th Street	1	0	2	4	1	1.6	2,555	0.17
University Drive/Nova Drive	33	32	38	45	49	39.4	6,186	**1.74**
University Drive/SW 30th Street	11	11	14	23	23	16.4	5,624	0.79
University Drive/SW 39th Street	8	5	6	9	6	6.8	4,073	0.46
College Avenue/SW 30th Street	2	6	3	4	2	3.4	1,928	0.48
College Avenue/SW 39th Street	2	2	1	1	3	1.8	1,518	0.32
Davie Road/Orange Drive	10	11	13	9	13	11.2	3,004	**1.02**
Davie Road/Griffin Road	5	6	5	11	3	6	5,066	0.32
Davie Road/Stirling Road	4	12	11	10	15	10.4	5,535	0.51
Oakes Road/SR 7	5	3	2	6	1	3.4	5,110	0.18
Orange Drive/SR 7	3	13	10	4	8	7.6	4,944	0.42

TEV: Total Entering Vehicles; MEV: Million-Entering-Vehicles

As shown in Table 10, the intersection of University Drive/Nova Drive and Davie Road/Orange Drive were found to experience crash rates of more than 1.0 MEV. This indicates that these intersections have a high number of crashes for the number of vehicles entering the intersection. These intersections will require a detailed safety review and potential safety improvements to reduce the crash rates.

Figure 14 Crash Analysis Results